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COUNTRY Germany REPORT

TOPIC Wittstock Airfield

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EVALUATION PLACE OBTAINED 637792

DATE OF CONTENT 25X1

DATE OBTAINED DATE PREPARED 28 July 1954

REFERENCES 25X1

PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS 25X1

This is UNEVALUATED
Information.

25X1

1. Between 6 June and 3 July 1954, there was comparatively little air activity at Wittstock airfield. On 7 June, 18 MiG-15s and U-MiG-15s were parked in front of the hangars. Firing at towed sleeve targets was practiced by aircraft [redacted]. On each approach, two short bursts of fire with tracer ammunition were given. On 26 June, 19 MiG-15s and U-MiG-15s [redacted] were parked in front of the hangars. Night flying on 2 July, involved two aircraft with [redacted]. The practices lasted until 2200. 1

25X1

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2. A Telen-type radar set and a Fishnet-type set were observed on Rockstaedterberg in late June. No radio trucks were seen. The radio installation with two masts was still observed on the hill southwest of the field. One of the two masts was fitted with a grid device which looked like a Fishnet-type set. Next to the mast were two radio trucks one of which had a cable connection to the mast with the grid device. A Kniferest-type radar set and a Fishnet-type set were still located near the bunker in the southern section of the quartering area. The radio truck with a rotatable superstructure on its roof, which had previously been observed in the quartering area, was no longer seen at this location or any other place. 2

25X1

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3. No change was observed on the AA gun emplacement south of the western end of the runway. The guns were not operated during the period under review. 3

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4. Repair work was still under way on the Red Mill Inn. A portion of the building, which was not guarded, was occupied by Soviet dependents. 4

25X1

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25X1

SECRET

- 2 -

6. Between 12 June and 8 July, comparatively little air activity was conducted at the field. Only on a few days, was there air activity throughout the day. Mostly flights in formations of 2 and 3 aircraft and firing practices were made.

25X1

On 25 June, firing was practiced at towed sleeve targets and at ground targets on the landing field. The aircraft glided at a steep angle and fired with machine guns and cannons. The same practices were made throughout the day on 30 July. Between 1900 and 2130 on 2 July, and after 2000 on 5 July, night flying was practiced by individual aircraft and elements of two. On both days, there was a visibility of about 10 km and a ceiling of about 5/10 at an altitude of 1,000 meters. At 0800 on 8 July, 9 MiG-15s and U-MiG-15s were parked in front of the hangars and the alert flights of 4 MiG-15s was observed south of the eastern end of the runway. Six AA guns were still seen in the AA gun emplacement in the southwestern corner of the field. 3

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7. The following air activity and aircraft were observed at the field between 16 and 30 June:

16 June. During the morning, there was intensive air activity by

17 to 24 June. No air activity was observed.

25 June. Between 1000 and 1300, 2 MiG-15s or U-MiG-15s took off 16 times and, each time, made 3 or 4 approaches at ground targets. At each approach, the aircraft gave short bursts of fire with cannons. Each burst of fire consisted of 3 or four rounds. The two aircraft remained aloft for 10 to 12 minutes. Immediately after their landing, the next two aircraft took off.

25X1

26 and 27 June. No flights were made.

28 June. Between 1930 and 2030, firing at ground targets was again practiced.

29 June. At 0730, 16 MiG-15s or U-MiG-15s were parked in front of the hangars. About 0745, the aircraft were towed to the runway and refueled by tank trucks. At 0800, 8 aircraft took off in elements of two at intervals of 20 to 25 seconds. At an altitude of about 2,000 meters, the aircraft gave 2 or 3 short bursts of fire although no aircraft towing a sleeve target was seen. The landings were made at 0915.

25X1

All of the aircraft were fitted with auxiliary fuel tanks. Between 0930 and 1015, maintenance work was being done on the aircraft. At 1030, two MiG-15s took off and remained aloft for 12 to 14 minutes. This procedure was repeated every 30 minutes up to 1240. Refueling of an aircraft prior to the first take-off lasted 2 1/2 to 3 minutes and before the second take-off 2 to 2 1/4 minutes.

SECRET

25X1

SECRET

- 3 -

8. On 1 July, 1 MiG-15 or U-MiG-15 was parked in front of hangar 1. 1 Five 37-mm AA guns were observed in the AA gun emplacement in the southwestern corner of the field. 3 A radio installation with 1 mast, about 14 meters high, was observed for the first time on an elevation in the southwestern corner of the field. At the masthead was a grid square similar to a Fishnet-type radar set. Six to 8 dipoles projected from the square upward. On Rockstaedterberg were a Token-type set, a Kniferest-type set and a Fishnet-type set, in addition to another set probably of type AA 4 MK 3, which was fitted on the roof of a radio truck. 2

25X1

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1. Comment. Intensive air activity along the previously observed pattern was still conducted by the fighter regiment equipped with about 25 MiG-15s at Wittstock airfield.

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2. Comment. Most of the radio installations and radar stations at Wittstock airfield have been reported continuously. The installation in the southwestern corner of the field, reported by source 4 for the first time, is probably used for VHF radio traffic. For detailed information on radar stations at Wittstock airfield,

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3. Comment. It is believed that 2 AA gun emplacements each with 6 x 37-mm AA guns are located at the field.

4. Comment. It has been assumed for a long period that the Red Mill Inn would be occupied by Soviet dependents.

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